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Hongkong, 21st July, 1908. [1019]
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Hongkong, 24th July, 1905. [a230]

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Hongkong, 5th October, 1908. [a43]

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[a196]

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The Daily Press.

HONGKONG, MARCH 15TH, 1909.

An article of a somewhat remarkable character bearing the signature "A Chinese Cambridge Man" appeared a short time back in the *Contemporary Review*. It bears evidence of having been written by someone well acquainted with affairs in China, and most probably a Chinaman, but certainly, if such is the fact, it is to be hoped the author of the article will not let his identity in this respect be known, if he has any intention of returning to his own country. Under the colour of setting forth the social changes which have of late years taken place among the people, he unsparingly attacks the Chinese Government and scarcely disguises his hope that the present state of matters may culminate in a revolution upon so grand a scale as to completely reverse the existing order of things. If this article has really been written by some Chinese student at Cambridge, it would appear by no means unlikely that he is playing the part of *Advocatus Diaboli*, and desires really to show the conclusions to which those who advocate too rapid a change in China are tending. Certainly, if this is his object, he may be congratulated upon having done a good deal towards "tainting" it.

Much, however of what he sets forth as to the social advances which recent years have produced in China is well worth considering. He points to the vastness of the change, from a Chinese point of view, in the spread of independent newspapers in

the Chinese language, in the movement against small feet, in a similar opposition to the use of opium; in the fact that some of the higher officials in China now look upon the mercantile classes with respect, and, have in some cases entered upon mercantile transactions themselves, and other like circumstances as plainly showing that a vast social change is coming over China and that the days of the old official aristocracy are passing away. This combined with the great improvements which have been effected by railways and telegraphs is intercommunication throughout the country, and the general desire shown by the younger generation for an education which will fit them to become good, useful citizens,—in place of one which left them ignorant of all modern science—constitutes, as he justly holds, evidence of a vast social change such as should, in the nature of things, lead to the renovation of China, and should bring about complete reform in its internal condition, and its system of administration. The progress, however, which might thus be expected is, according to the writer of the article, entirely checked by the maladministration of the Central Government; and against them he is unparrying in his invective. They have, he says, no other financial policy than that of demanding money from the Viceroy or Provincial Governors; and the latter, in their turn, demand it of the people by increased taxation, direct or indirect. He goes on to say that "the Government is always short-sighted, always crowded by men who are seeking after their own interest and making the situation worse by their presence." This is surely a very strong indictment, and it has the fault of being couched in such general terms that it is almost impossible to answer it. On the one hand it is clear that in a certain way, similar charge, might be made against almost every government that ever existed. On the other hand it is unquestionably true that shortcomings of the kind indicated do specially attach to the present Chinese régime, and that there to abundant room for reformation. Up to this point most people will fully agree with the writer, but, certainly, very few will be found—at least let us hope so—to agree with the means by which he evidently hopes that a reformation will be brought about. His suggestion in this

new Government against movements of this description. His remarks on this point are specially worthy of notice. "It always astonishes me," he says, "that whilst the Press in Europe daily exposes the rottenness of the existing Chinese Government, it does its best to uphold it. Whenever there is a slight movement against the Government, be it anti-dynastic or revolutionary, intervention is at once talked of, as if the struggle for freedom of four hundred millions of souls were nothing more than a football match, which cannot go on without a referee." It is evident that the writer of the article estimates very lightly the effects of overturning a government, however defective that government may be. It can hardly be expected that foreign nations will be otherwise than disposed to do their best against the overthrow of all government, in a country where they have such large interests as in China. There has no doubt been some inconsistency in the position they have more than once been forced to take up; and certainly they have not been disposed to adopt it without regret. But a defective government is better than none, and it has been manifest that most of the revolutionary movements that have taken place in China would have resulted, if successful, in little short of anarchy. This is clearly not what the writer desires, though he advocates with a somewhat light heart "measures which would certainly bring this about. His conviction is that "the real salvation of China is with her people and not with her government"; but this surely is only half the truth. It must rest with both, and there are not sufficient grounds in the present day, whatever may have been the case in the past, to conclude, as the writer does, that the Chinese Government is absolutely beyond hope. On the contrary, it is only fair to admit that of late they have shown signs of a desire to improve matters, and of a recognition that the changed condition of China calls for changes in the administration; and while such is the true state of the case, no greater mistake can be made by those in favour of progress than that of advocating anything in the form of rebellion or risings, which can only have the effect of affording the reactionary party every excuse for continuing the high-handed system to which exception is justly taken.

The list of copyright works which has been publicly exposed at the Court is published in the *Government Gazette*.

Mrs. May begs to acknowledge with thanks, the sum of \$60.75 (the balance of the Billiard Match at City Hall) kindly sent by Mr. G. T. Lloyd for the Ministering Children's League.

The appointment of Sir Henry Berkeley, Knight, K.C., to act as Attorney General during the absence on leave of the Honourable Mr. W. Ross Davies, K.C., or until further notice, is gazetted.

His Excellency the Governor has been pleased to re-appoint Mr. Lau Chu-pak to be a member of the Sanitary Board for a period of three years from the 6th March, 1909. There is still another vacancy to be filled.

At the fortnightly meeting of the Sanitary Board to-morrow a further letter will be read from Government relative to the method of dealing with complaints by the public against officers of the Sanitary Department.

Mr. W. Drew Braidwood, F.R.S.E., lectured on Saturday night to a fair attendance at the Y.M.C.A. on the subject of the "The Beauties of the Scottish Highlands and Islands." The lecture was beautifully illustrated and the interest in the many historic and picturesque scenes was increased by the apt quotations given by the lecturer. Mr. R. A. Lowry presided.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 21 of 1908, entitled—An Ordinance to amend The Companies Ordinance 1865; or to Ordinance No. 22 of 1908, entitled—An Ordinance to empower a Magistrate to hold a Small Debts Court in the New Territories and to regulate the proceedings in relation thereto.

His Excellency the Governor has given assent, in the name and on behalf of His Majesty the King, to Ordinance No. 2 of 1909—An Ordinance to authorize for public purposes the Reclamation of certain portions of the Crown, foreshore and sea bed situate in Hingmoh Bay in the Colony of Hongkong and to validate such reclamation as has heretofore taken place.

In addition to the excellent pictures displayed at the Alexandra Cinematograph the management have now acquired the services of a young lady of many qualifications. Miss Ross Barnes is an excellent comic singer, a clever whistler and an eloquentist of exceptional merit. Her powers of mimicry are remarkable and the flattering reception which she received on Saturday night showed that the additional attraction is one that is much appreciated.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge:
A. Penkton 15
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THE VISITING SQUADRON.

Saturday was devoted to the usual courtesy visits. After calling on Admiral Sir Hedworth Lambton on the *King Alfred*, Rear-Admiral Giles B. Harber, commanding the third squadron of the United States Pacific Fleet, accompanied by Commanders Harry S. Knapp, Louis S. Van Duzer, James P. Parker, Marbury Johnston and Edward E. Wright, paid an official call on His Excellency Sir Frederick Lugard at Government House. The landing took place at Blake Pier, where a guard of honour furnished by the 13th Rajputs was drawn up and where Captain Taylor, A.D.C. to His Excellency and Dr. A. P. Wilder, American Consul General, received the distinguished party. The band played "The Star-Spangled Banner," and after Rear-Admiral Harber had inspected the guard of honour, the party entered chairs and were conveyed to Government House. The cruisers in the harbour fired salutes on the occasion.

A dinner is being arranged by the British Admiral. The visiting officers will also be entertained at Government House on Tuesday night, and the night following the Hongkong Club will be their hosts at dinner, to which the officers of the French cruiser are also invited.

THE COLLISION IN HONGKONG HARBOUR.

The collision which we reported on Saturday morning between the *Hoi Ming* and a German steamer whose name was then unknown by which is now known to be the *Ambrisa*, is responsible for such a large loss of life as was first stated. So far only four persons are reported missing, but a number of people were injured.

It appears that the collision took place about seven o'clock on Friday night. The *Hoi Ming*, Captain Evans in charge, was entering the Central Fairway when it was struck by the *Ambrisa*. The impact was not direct. The blow was rather a glancing one. Had it been otherwise the *Hoi Ming* would probably have been out of two. As it was, the smaller vessel had her port side stripped, and several passengers were knocked into the water. Most of them were, however, rescued by sampan people who readily came to their assistance. The *Hoi Ming* was so badly damaged that she had to return to the pier. She had on board at the time of the accident an exceptionally large number of passengers bound for Kowloon.

Yesterday we learned that three bodies had been recovered.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE BRITISH NAVY ESTIMATES.

LONDON, March 13th.

The Navy Estimates give a total expenditure of £35,142,700 as compared with £32,319,500 in the current year.

The appropriation for new construction is £8,885,194 as compared with £7,545,202 in the current year. The programme provides for the laying down of four Dreadnoughts—two in July and two in November—six protected cruisers, twenty destroyers, and a number of sub-marines costing half a million sterling; also for the construction of an airship.

The Rt. Hon. Mr. McKenna, the First Lord of the Admiralty, adds that it may be found necessary in the course of the year to prepare for the rapid construction of four more large armoured ships, according as the other Powers order armaments, &c., enabling them to be laid down on April 1st 1910 and completed in March 1912.

PRINCE KUNI AND THE SULTAN.

LONDON, March 13th.

A dispatch from Constantinople states that Prince Kuni of Japan has been received by the Sultan.

MEDICAL SCHOOLS FOR CHINA.

LONDON, March 13th.

A Chinese Emergency Committee, of which Sir Robert Hart is President, appeals for £100,000 to develop the Medical College at Peking, medical training of Chinese and other Educational work.

A meeting in support of the appeal is to be held at the Mansion House on the 16th inst.

THE NEW ANGLO-SIAMESE TREATY.

PROTEST BY ASIATIC BRITISH SUBJECTS.

LONDON, March 13th.

Reuter's correspondent at Bangkok telegraphs that a meeting of Indian and Chinese British subjects it was resolved to petition against the ratification of the new Anglo-Siamese Agreement which provides for the abolition of extra-territoriality.

JAPAN AND TURKEY.

LONDON, March 13th.

The visit of Prince Kuni to Constantinople has revived negotiations to establish diplomatic relations between Turkey and Japan. The latter has abandoned the claim to enjoy the privileges of the Capitulations (a name given to the judicial rights granted by Treaties to Foreign Consuls in Turkey).

The Porte is anxious to conclude a Treaty of Commerce before the creation of the Embassies.

DEATH OF THE EARL OF HARDWICKE.

LONDON, March 13th.

The death is announced of the Earl of Hardwicke, who was a retired naval officer, having served in the *Bates* of the Baltic (1854), and the *Cinea* (1854-55).

RUSSIA AND PERSIA.

COSSACKS SENT TO TEHRAN.

LONDON, March 13th.

Reports have reached London that Russia is sending the *Sotnia* Cossacks to Tehran.

The St. Petersburg paper "Novoye Vremya" urges the immediate dispatch of a strong detachment which alone, it says, can save the sacking of Teheran where an insurrection is said to be imminent. There is but a handful of Russian officers in the Persian capital at present, and the position is critical.

DEATH OF MR. ARNOLD FOSTER.

LONDON, March 13th.

The death is announced of the Right Honourable Hugh Arnold Foster, M.P., who was Secretary to Admiralty from 1900 to 1903 and Secretary of State for War from 1903 till 1906.

AUSTRIA AND SERBIA.

LONDON, March 13th.

The Austria Government considers that the Serbian Note is lacking in the clearness of expression essential to an improvement in the situation, complains of the omission of all references to Serbian armaments or direct negotiations, and claims that instead of these being withdrawn that they are merely transferred from Austria to the Powers.

Russian papers unanimously accuse Austria of a determination to provoke war.

THE BOTTOMLEY CHARGES.

LONDON, March 13th.

The Magistrate has dismissed the charges of fraud brought against Mr. Horatio Bottomley, M.P., and others in connection with the Joint Stock Trust and Finance Corporation.

The Magistrate said the case was one in which no jury would convict.

CANTON.

(FROM OUR CORRESPONDENT).

14th March.

DISTINGUISHED GUESTS.

Sir Henry Berkeley, K.C., Acting Attorney General, and Mr. Fung Wa Chun who took them sightseeing over the City in the morning and they called on the Viceroy in the afternoon.

HAUNTED THEATRE.

Since the terrible fire among the flower boats which claimed so many lives the theatre close by is believed by many superstitious people to be haunted. The lessee is in consequence suffering heavy loss.

A NEW BANK.

Circulars have been issued here inviting subscriptions to the amount of \$10,000,000 in 35 shares to be fully paid up on subscription for the formation of a new bank which is to be called the Navigation Bank. This institution was sanctioned by Imperial Edict last year. Well informed men predict that the Bank cannot succeed under Chinese management. Its object is to promote the Chinese Mercantile Marine.

THE CANTON-HANKOW RAILWAY.

THE TRIUMPH OF THE SHAREHOLDERS.

It is reported in well-informed circles at Canton that Tsaoi Wong Ping Yan, who was recently appointed Superintendent of the affairs of the Canton-Hankow Railway, in Canton, is transferred to Yeh-Hoi as Tsaoi of that city.

This is the outcome of the petition recently wired by the 72 Trades Guild and the Charitable Institutions to the Central Government protesting against Chang Chi Tung's appointment of an official to control railway affairs. The situation was a very delicate one and Chang Chi Tung has found a neat solution to the difficulty in appointing Wong Ping Yan to another post. This is a decided victory for the shareholders of the Canton-Hankow Railway Company who are resolutely determined not to submit to any undue interference on the part of the Government. Their position has been strengthened and it is very unlikely that the Government will make any further move in this direction. The Government Bureau which was recently established at Canton with the object of superintending the construction of the Kwangtung section of the railway (although still in existence in name) may be considered to have been practically abolished. Viceroy Chang has called to Peking requesting that permission be given to detain Tsaoi, Wong Ping Yan in Canton to perform other important public functions. This is a characteristic way of "saving face."

At the Magistracy on Saturday William South, described as a surgeon, whose address was given as the Hongkong Hotel, was fined \$5 for being drunk and disorderly.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

RANDOM REFLECTION.

Another week of broken engagements! No wonder there were so many humpy people. Fog, drizzling rain, and close muggy weather at a time when we should be enjoying a bright bracing atmosphere all conspired to make folk feel irritable and disagreeable, and it was with no little delight that we hailed the sun again during the week end. Not until it has been obscured for days do we realise the great part old Sol plays in our lives and how much he contributes to our happiness and comfort.

We are out of the wood at last. Though Hongkong is to lose part of its revenue through the closing of the opium divans by the order of the Imperial Parliament, it is not to be made to suffer for the outburst of national righteousness which dictated the order of last summer. No, Britain is prepared to pay the paper as well as call the tune, and we are all happy to hear now from the Governor that the Home Government will compensate—to a "substantial" extent at least—the Colony for the decrease of revenue resulting from the restrictive policy laid down by the home authorities. It is no fulsome flattery to say that Hongkong is greatly indebted to Sir Frederick Lugard for making the Imperial Parliament see reason and preventing them from inflicting an injustice on the Colony.

The Hongkong-Manila entente and the greater understanding between Britain and America is not likely to suffer by the present visit of the Philippine Squadron. Hongkong is being stirred from its lethargy. It is realising that it is "up to it" to give the visitors a good time, and I hear that the British naval squadron and the civilian committee will do a little to show that we know something of hospitality. There will be a few "stunts" on shore which the American blue-jackets will be able to appreciate.

The American squadron has naturally excited a good deal of attention. The cruisers, like the battleships, have very high funnels and masts, and their designs elicit a divergence of views, some officers praising their grouping of guns and pointing to the tremendous volume of fire which such an arrangement gives, while others condemn this massing of artillery which places an important part of the armament at the mercy of a single heavy shell.

Talking of armaments, reminds me that Hongkong, notwithstanding the protection which it presently enjoys from the visiting warships of so many nations, will likely be attacked by an apparently hostile force within the next day or two, and the city may be captured by the enemy while we slumber peacefully in our beds. There is no need to be alarmed, in our beds. It is not a terrible realisation of dear reader. It is not a terrible realisation of "Home," that drama which has roused Britain as nothing else has done for a long time. No, it is merely the annual mobilisation of the garrison who will on this occasion have the assistance of the Volunteers. The torpedo boats and other small craft will participate in the manoeuvres, and should the booming of heavy guns be heard—one of these nights—we may lie back and comfortably reflect that our gallant defenders are doing their duty and that all is well with us.

A remarkable reason was adduced by a jurymen as an excuse for seeking relief from attendance at a London Court one day last month. He applied to be released from further attendance on the ground that he had a sick hen at home which laid eggs for the family, and he wished to go and nurse her. The *Times* soberly reports that Mr. Justice Darling refused the application. From what I remember of this facetious judge I feel sure he would not have refused it "soberly." He would have made some such remark as "eggsactly," and would probably have inquired if the hen laid golden eggs.

We occasionally see some funny misprint for which the Chinese "comp." is responsible, but I could not help smiling the other morning when I read of the Chinese being described as "burning sandust" instead of "sawdust." Sandust hasn't materialised yet.

Our old friend Shakespeare has put it on record that the man with no music in his soul is fit for treasons, stratagems, and sundry other things which I cannot recall at the moment, but I am inclined to think he was rather hard on a number of well-meaning though perhaps unfortunate people who have little music in their souls because their ear was to blame. We have all heard, at least most of us have, of the man who could only recognise one tune and that was the National Anthem, because the people stood up to it. I was reminded of this the other night at the concert in the City Hall when one young man made himself conspicuous by standing during the singing of a certain selection. I could not satisfy myself whether he stood up as a mark of homage to a great artist or whether he was under the belief that our National Anthem was about to be rendered.

There cannot be much satisfaction in "going" around and licking the editor "when the latter not only makes copy out of the encounter but pictures himself as the hero as well. The following vivid pen-picture is taken from the editorial columns of an Iowa journal:—"There was a blow. Somebody fell. We got up. Turning upon our antagonist, we succeeded in winding his arms around our waist, and by a quick manoeuvre threw him on top of us, bringing our back, at the same time, in contact with the solid bed of the printing-press. Then inserting our nose between his teeth and cleverly entangling his hands in our hair, we had him!"

RODERICK RANDOLPH.

LOCAL SPORT.

HONGKONG FOOTBALL CHALLENGE SHIELD.

WON BY H.M.S. "BEDFORD". PRESENTED BY H. E. THE GOVERNOR.

In the presence of His Excellency the Governor, Admiral of the Fleet Sir James Erskine (retired), Admiral Lambton, General Broadwood and fully 3,000 spectators, the finalists in the Shield Competition, the Buffs and the Bedford, met on the ground of the Hongkong Football Club on Saturday and after the best game that has been witnessed, or will be witnessed this season, the men of the cruiser carried off the historic shield and the gold medals. Although the Buffs were defeated they were by no means disgraced. They played a manly game, and played with exceedingly hard luck, the goal which made the Bedford winners being scored from a penalty kick, and through a regrettable, but unavoidable, mistake. The Buffs were defending their goal when a whistle blew, and one of the defenders, thinking it was the referee's whistle, picked up the ball. The referee had no alternative but to grant a penalty kick, which was taken by Shurt, the centre forward of the Bedford, and he recorded the winning goal amidst deafening applause.

For fully an hour before the time of starting, an anxious crowd surrounded the field, and notwithstanding the threatening weather this continued to be augmented until all available space was occupied. The Buffs were the first to enter the arena, and cheerers heralded their arrival. Another volley of cheering later, announced the entrance of the Bedford, and then Referee Storrie made his appearance, Messrs. McCubbin and Barlow taking up their positions as linesmen. The men who played were:

Buffs: Fitzpatrick; Ruler and Bartlett; Holloway, Dore and Tamsitt; Kelly, Brewster, Taylor, Drew and Barker.

H. M. S. Bedford: Rickard; Moore and Sleith; Evans, Clark and Wells; Jones, Smith, Shurt, Myers and Brooks.

The spin of the coin favoured the Buffs, and Bartlett elected to defend the western goal. The Bedford set the leather moving, and with the kick off the suppressed excitement of the crowd broke into boisterous cheering. Brewster took charge of the ball, cleverly carried it into Bedford territory, and sent in a pretty centre. This was cleared, and some smart passing by Myers and Brooks saw play transferred, but the onward rush of the sailors was stopped by Ruler, who returned the leather to midfield. The Buffs then became aggressive; Brewster passed to Drew who was in a good position, and the latter made the first attempt to score, but lifted the ball too high. Better success favoured Taylor just afterwards, for Rickard let an apparently easy shot pass through his hands, and the first goal for the Buffs was registered amid great cheering. This was about five minutes after the start. The Bedford then got away with the ball, and the Buffs were forced to defend. A sharp bombardment almost in goal mouth caused Fitzpatrick to concede a corner to clear. Nothing resulted from this, but Brooks missed a good chance directly afterwards. A flying trip to Bedford territory followed, but a foul against the Buffs saw them on the defensive again. Myers sent in a good shot, which Fitzpatrick succeeded in turning aside, but in the struggle which followed the sailors rushed the ball into the net and brought the scores level, the cheering being deafening. By this time both teams had warmed to the work, and fast interesting football was the order of the day. The footwork of the Buffs, Drew and Brewster in particular, was exceptionally clever, while for the Bedford Shurt and Myers were smart and tricky with the ball. The sailors, likewise, were particularly good at long kicking, and the energy which the backs put in their kicks carried play out of dangerous positions on numerous occasions. The re-start saw the Buffs in the ascendancy, but the chances of Barker and Brewster were foiled by the stubborn defence of the sailors, who again rushed the leather to the other end. Another scramble followed before the sailors' goal, and again the leather was rushed into the net by Smith.

The game became exceedingly exciting as the Buffs once more pressed on their opponents' stronghold. They were brought up through one of the forwards being off-side, but continued the pressure. An opportunity opened for Taylor, but he kicked too high. A clever rush immediately afterwards by Brewster was followed by a sharp shot which defeated the keeper, and once more the scores were brought level. The Buffs continued aggressive and a foul against the sailors near their penalty area looked ominous. The kick was not successful, however, and two succeeding attempts by Brewster and Drew were all saved by Rickard, who continued to have an anxious time. Another free kick was given to Buffs in the penalty area. This was taken by Brewster, and grazed the upper side of the horizontal. The Buffs continued to force the play, and Rickard had a trying time in endeavouring to keep out Taylor's sharp and accurate shots. So far he had been successful in repelling the invaders, but their determined attack continued, and after Drew's attempt had been foiled Rickard was at last beaten by Barker.

Half-time: Buffs, 3; H.M.S. Bedford, 2. Goals had been recorded quickly in the first half, but there was little scoring after the rest out. The opening of the second moiety saw the Bedford forcing the Buffs to defend. A long shot by Shurt was well directed, and the keeper succeeded in clearing just on the goal line. One of Brewster's sharp rushes was responsible for a transference of the play, and some very sharp exchanges followed before the Bedford net. Taylor relieving by kicking out. The kick out was returned by Brewster, who placed a good centre. A stinging shot was sent in by Brooks, but was well cleared by Rickard, who succeeded in turning aside another likely kick by Drew before the leather was kicked out. A series of clever passes saw the Bedford bearing down on the Buffs' stronghold, but the stubborn defence held them at bay for some time. After a sharp struggle, however, the sailors were awarded a penalty kick. This was taken by Shurt, and Fitzpatrick was defeated, ringing cheers greeting the sailors on their success in equalising once more. The Buffs became aggressive again, and intense excitement prevailed round the naval stronghold. A sharp flying shot was delivered by Brewster, the ball just missing the upright. The same player succeeded in netting later, but the goal was not allowed, the referee ruling the player off-side. Heated play continued for a time before the Bedford stronghold, but the goal was kept intact until a long kick by Myers relieved the pressure. The Buffs were defending when time was announced.

After a short consultation both teams decided to play an extra half hour, and during that time both worked well to score the winning goal. It was recorded at the last by the Bedford in a most unsatisfactory and a most unfortunate way, and although the "schoolboys," as they were called on account of their small stature, were elated at their success, there can be no doubt that they would have preferred to see a better winning goal scored. As before stated, the sounding of a whistle, which some of the players thought was the referee's, caused one of the Buffs players to pick up the ball. In the circumstances the referee had no alternative but to grant a penalty kick. This was taken by Shurt, who recorded the winning goal, the whistle sounding shortly afterwards.

Final: H.M.S. Bedford, 4; Buffs, 3.

The call of time was followed by a wild rush across the ground to the Club match, where His Excellency the Governor was to present the prizes. The scene on the ground before the stand was one of delicious delight, the blue-jackets, who were present in force and apparently intoxicated with joy, being out of all control. Civilian, naval and military police combined in endeavouring to restore order, but the sailors could not be restrained until they had nearly suffocated the winners with their cries. At length the heroes of the hour were allowed to line up in a semi-circle before His Excellency the Governor and party, and Rickard, the captain of the winning team, stepped forward to receive the gold medal which accompanies the Shield. As His Excellency handed over the trophy the victorious captain was greeted with roars of applause, and this was maintained as each member of the team received a medal and congratulations from the Governor. Then the coveted Shield was handed over amidst greater cheering than ever. When this had subsided three cheers were called for the winning team, which were heartily given, and a "tiger" added. Then there was a call for the Buffs, and as Dave sprang down from the match stand shortly afterwards the cheering was renewed. It was some time before the others arrived, and somebody said they were not coming. But another great shout heralded their approach, and they were hustled and lifted into the open space before the Governor. Cheering was renewed as Bartlett, the captain, received the Cup presented for the runners up, from His Excellency, and there was more cheering as each man was presented with a silver medal. The skipper of the winning team then called for three cheers for the Buffs, the call being heartily complied with and a tiger added. The compliment was returned on the call of Bartlett and most of the spectators departed somewhat hoarse, but thoroughly satisfied with the spirit shown by both teams, and with the excellent match which had been added to the annals of Hongkong football.

ARMY AND NAVY CHALLENGE SHIELD. The final in the Army and Navy Challenge Shield competition will be played next Saturday afternoon between the R.E. and the King Alfred on the H.K. Club ground at the Happy Valley. Kick off at 4 o'clock.

NAVAL YARD V. B.O.C. The only League match on Saturday was between the Naval Yard and Boys' Own Club. The Yardmen won, but after a trying game, B.O.C. playing with a skill which has been appreciated throughout the League. The team is mostly composed of boys, and many speak of their audacity in entering the competition, but it is the spirit of sport that called them forth, and in the long list of matches they have played they have upheld the colours they represent. Saturday's match proved no exception. They lost to superior play, but at the same time they played a splendid game. The Yardmen, though not in full force, had the best centre forward in the Colony in their team. Watkins, the man who justly earned such notoriety some three or four years ago has returned and played on Saturday. He was certainly not in his old form, nevertheless he was a mainstay of success, and his exhibition showed that although long out of practice he still maintained the skill which in the past had caused large fields of spectators to vociferously applaud his feats. In the first half the Naval Yard scored two goals, the B.O.C. netting in the second moiety. The Boys played an excellent game, throughout, however, and although youngsters, may be expected to give a good account of themselves in the near future.

Final: Naval Yard, 2; B.O.C., 1.

LEAGUE CRICKET.

HONGKONG "A" V. CIVIL SERVICE.

This match resulted in a fairly easy win for the Civils who still maintain their position at the top of the League.

Turner won the toss and decided to field. The light was not good, but as it did not improve it would probably have been better for them had the "A" team gone to the wickets first. Hutchinson and Phillips faced the bowling of Mullineux at the North and Makin at the South end. Phillips gave a chance first ball to the slips. His partner also gave a chance, then both settled down to steady cricket and at 30 Fowler relieved Makin and sent his first ball over the batsman's head, but later made ample amends. The partnership was severed by Fowler bowling Hutchinson. The register stood—48-1-21. Read now took up the bat. Turner took the over from Mullineux. Runs came slowly and Phillips followed his captain to the pavilion, a victim to Fowler's delivery. 55-2-25. Bilton filled the vacancy but, without scoring, followed the others. 55-3-0. Raven went to the wickets and Makin relieved Turner with the ball. Fowler sent down a loose one to Read who stepped out and missing could not get back to his crease before Dashedwood had his balls. 64-4-10. Witchel succeeded and received a knock on the foot—with the first ball and a substitute had to run for him. Runs came more freely to both bats, and Mullineux replaced Makin with the ball. Witchel was beaten by one of Fowler's shooters, and Ellis relieved. Raven, in essaying a drive to the off, was taken at cover point off Mullineux, and Bird took his place at the crease. Ellis gave a chance to slips and was missed. Both bats scored slowly. Bird, in driving to off, skied one which was taken at cover point, and Pile succeeded. Maundrell relieved Mullineux. Both bats got boundaries and Ellis in going out was stamped. Brett came on. Pile without any further score was bowled by Fowler. 125-10-7.

After the tea interval Turner and Maundrell went to the wickets and faced the bowling of Bird and Brett who bowled without change throughout the innings. Maundrell was caught off Bird before scoring 0-1-0, and Edgel coming on was bowled by Bird after scoring 6. 7-2-6. Fowler succeeded and runs came more freely. Turner playing his usual steady game Fowler at last lost his off stump to Bird—27-3-11—and Makin filled the vacancy. Turner gave a difficult chance to long field but was missed. His "life" was not of much use as he was caught a little later by cover point who held a hot one. 35-4-12. Brownrigg relieved and went to the pavilion without altering the score—35-5-0. Dashedwood succeeded and fell a victim to Bird after his partner had made a run. 36-6-0. Irving relieved but did not last long as in lifting a full pitcher he was caught at mid-on—41-7-1. Chalmers succeeded and Makin was taken at short leg off Bird—44-8-13. Mullineux went to the wicket. Chalmers was the next victim to Bird, 47-9-0. The last man in was Waterhouse, whose partner—Dashedwood—was out while but after carrying the score to 71. Waterhouse was caught behind the wickets.

BOWLING ANALYSIS.			
O.	M.	R.	W.
Mullineux	12	4	7
Makin	9	2	27
Fowler	26	8	30
Turner	1	—	7
Maundrell	1	—	8
Total			
			125

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Total			
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H.K.C.C. "B" V. TELEGRAPHISTS. This match ended in an easy win for the "B" team by six wickets and 141 runs. The only stand for the Telegraphists was made by Young, who contributed 58 to the total before being caught by Leith from one of Sharpin's deliveries. For the "B" team T. E. Pearce made the good score of 111, while Claxton and Sinton contributed 36 apiece. Six of the Telegraph wickets were taken by Sharpin for 43 (two by Leith for 14 and one by Pearce for 23) Scores and analyses follow:

BOWLING ANALYSIS.			
O.	M.	R.	W.
Sharpin	14	4	23
Pearce	11	3	11
Claxton	4	—	11
Sinton	4	—	11
Total			
			55

BOWLING ANALYSIS.			
O.	M.	R.	W.
Sharpin	14	4	23
Pearce	11	3	11
Claxton	4	—	11
Sinton	4	—	11
Total			
			55

BOWLING ANALYSIS.			
O.	M.	R.	W.
Sharpin	14	4	23
Pearce	11	3	11
Claxton	4	—	11
Sinton	4	—	11
Total			
			55

BOWLING ANALYSIS.			
O.	M.	R.	W.
Sharpin	14	4	23
Pearce	11	3	11
Claxton	4	—	11
Sinton	4	—	11
Total			
			55

POLICE V. ROYAL ENGINEERS. Played on the military ground at the Valley on Saturday, this match ended in a win for the police by six wickets and 116 runs. Edwards 106 and Langley 23 were the top scorers for the Police. For the Engineers Power's contribution of 31 not out was the largest. Scores follow:

BOWLING ANALYSIS.			
O.	M.	R.	W.
Edwards	11	4	23
Langley	7	2	14
Power	4	3	11
Claxton	4	—	11
Total			
			55

BOWLING ANALYSIS.			
O.	M.	R.	W.
Edwards	11	4	23
Langley	7	2	14
Power	4	3	11
Claxton	4	—	11
Total			
			55

YACHTING.

ROYAL HONGKONG YACHT CLUB.

The postponed "at home" of the Royal Hongkong Yacht Club took place on Saturday afternoon, when a large number of ladies and gentlemen responded to the invitation of the commodore (Hon Mr. Pollock, K.C.) and the members of the committee and visited the handsome premises at North Point. Here the club dispensed hospitality, and music by the Buffs Band added to the pleasure of the afternoon. H. E. the Governor was present, as well as Lord E. the Bishop of Victoria. There were two ladies races during the afternoon over a five mile course for the handicap and one design classes. Mr. John Hastings presented the first prize in the former, the Yacht Owners presenting the second, as well as the prizes in the latter race. The wind was fluky and sailing, in the Handicap class Mrs. Pollock scored the Colleen to victory, as Gompertz finishing in the 2nd second, while in the one design class Mrs. Evans in the Helene secured an easy victory, Mrs. Holt claiming second position on the Alannah. The corrected times were:

HANDICAP CLASS.			
O.	M.	R.	S.
Colleen (Mrs Pollock)	4	18	20
Mia (Mrs Gompertz)	4	19	18
Yvonne (Mrs M. Harston)	4	21	36
Diane (Miss Phoebe May)	4	21	58
Kathleen (Mrs Walker)	4	23	42
Erica (Mrs Denison)	4	23	48
Dracena (Mrs Worthington)	4	45	41

ONE DESIGN CLASS.			
O.	M.	R.	S.
Helene (Mrs Evans)	4	54	17
Alannah (Mrs Holt)	4	51	19
Nyama (Mrs Baine)	4	58	03
Daphne (Mrs Wals)	4	58	18
Bomb II (Mrs O. G. Bird)	4	59	16

At the close of the races the Hon. Mr. Pollock asked Mrs. May to present the prizes and when that lady had performed the duty she was rewarded with three hearty cheers.

COMPANY MEETING.

GEORGE FENWICK AND COMPANY.

The twentieth ordinary general meeting of shareholders in the above company was held on Saturday. Mr. G. K. Haxton presided in the absence of Mr. A. Rodger (chairman), and there were also present Messrs. P. Tester and J. Rodger (directors), J. Kinnard, J. R. Forbes, J. M. Irving and J. I. Andrew (general manager).

The notice convening the meeting having been read, The CHAIRMAN said:—Gentlemen.—The report and statement of accounts for 1908 having been in your hands for some days, I propose, with your permission, to take the time of the meeting to discuss the report and statement, and to need scarcely say that your directors regret extremely the unsatisfactory result of the company's operations during the past year. The "keen competition" referred to at our last meeting has been even more in evidence during the period under review but in spite of this we were able to keep the works fairly well employed for the greater part of the time on work which returned what must under the circumstances be considered satisfactory profits. The great falling off in the number of outside vessels visiting the port during the year has led to a material decrease in our earnings, as it is to this class of vessel rather than the regular liners that we look for the bulk of our repairing work. During the year we were pressed into a legal controversy by one of our sub-contractors, a result of which we were compelled to submit to a loss of some \$16,000. Had your Directors not had every confidence in the security of our position in this matter, a compromise might have been effected on better terms, but we had taken every precaution to have the correctness of our attitude regarding the points at dispute verified by our legal advisers and had no reason to anticipate an adverse judgment. The company's machinery and property have been maintained in an efficient state of repair during the year and every effort has been made to reduce the cost of administration to a minimum consistent with efficiency. With a return of that prosperity to the Colony which can scarcely be much longer delayed, we may hope to retrieve in some measure the losses which we have unfortunately been called upon to meet during the past year. Owing to the continuance of the depression in the local property market we have been unable to secure any portion of our property and we still therefore heavily handicapped by a high rate of mortgage, crown rent and taxes. During the year Mr. P. Tester was invited to the Board of Directors and accepted. He has taken up his residence in accordance with the Articles of Association, but offers himself for re-election I may mention that, owing to the unsatisfactory result of the year's working your directors have again waived their customary right to propose an accounts I shall be pleased to report to the best of my ability any progress towards the business of the meeting.

Thinking no questions, the report was adopted by the motion of the CHAIRMAN, seconded by KINNAIRD. Mr. Tester was re-elected as director on the motion of Mr. IRVINE, seconded by Mr. FORBES. Mr. RODGER proposed and Mr. IRVINE seconded the re-election of Mr. Percy Smith as CHAIRMAN.—That is all the business, gentlemen. Thank you for your attendance.

THE RESTRICTION OF OPIUM IN HONGKONG AND IN CHINA. (Continued from 13th March.) FURTHER PROPOSALS FOR RESTRICTION. In order to give effect to the policy of His Majesty's Government it is feasible to enhance the restriction imposed upon the Farmer. Prior to the year 1891 he was allowed to draw 3,650 chests of opium per annum in order to "prepare" and sell it. Since that year the number has been fixed at 1,800, and though it is true that he has not as a matter of fact drawn anything like this amount the contract expires in March, 1910:

(a) The number could then be reduced by half, viz., 90; and if China perseveres in her effort it may in future years be progressively diminished—though, for reasons which I will presently give I think it of more than doubtful utility to abolish the supply altogether. Since the population is rapidly increasing this constitutes a very substantial decrease. With the decrease of the export from India and the presumable cessation of the export from China, the supply will moreover be greatly curtailed and the cost proportionately increased. The Farmer is willing to agree to an immediate decrease (from March 1909) to 1,000 chests with 200 extra, if required, for bond file export to places other than China.

(b) If the Farmer for the purposes of his operations should import any prepared opium he must declare it (as also opium, dress opium, and "halu"), and an equivalent deduction will be made from the quantity of raw opium he is allowed to draw.

(c) He may similarly be called upon to report his monthly sales of prepared and dress opium, whether in the Colony or exported and in the latter case their destination.

(d) He would be prohibited from selling any opium to women or children, whether for their own use or not.

These restrictions would of course decrease the value of the farm, and thereby involve a loss of revenue to the Colony, which would however be expended in a practical effort to the policy of the Home Government.

There are other important steps which have been taken by this Colony to control and restrict the use of opium, both as regards the question of diams, and (most important of all) as regards the important sale, and use, of morphine, and compounds of opium (for eating), as well as cocaine, including moreover recent action with a view to controlling the transit trade in the former to prevent smuggling into China. These matters are, however, best dealt with under the subsequent paragraphs relating to Diams, and Morphine, &c.

DIAMS. So much prominence has been given of late to the subject of opium diams, (or "Deas" as they are called in England), that I think it may be useful to add a few observations on them.

NATURE OF DIAMS. Diams, which must not be confused with opium shops whose role is the preparation and sale (or sale only) of opium—are places where opium is sold for smoking or the premises, as there is a fee is paid for the privilege of smoking. There is of course no means of preventing persons from preparing and smoking both opium and dress in their own houses if they wish to do so.

In Hongkong there are 190 diams. They are under the control of the Police and Sanitary Department and the Protector of Chinese. A diam consists of a single room which if quite full might accommodate 30 persons at a time. Mr. Clement estimates the total who smoke in diams as some 14,400 persons which only gives an average for each diam of 76. Therefore if each person remained 3 hours the average occupants would only be 13 or 14 instead of 30, since diams are only open from 6 a.m. to midnight. A person's inspection of a diam is to be quiet and orderly. The smokers appeared generally to be of the Chinese race, engaged in animated conversation, smoking tobacco, eating fruit and drinking tea with an occasional whiff from the opium pipe. There were none in a state of stupefaction though the visit was between 10 and 11 p.m.

The Colonial Secretary, Mr. May, with 9 years' experience as Head of Police, who had constantly visited the diams at all hours of the day and night, stated that he had never seen a man there who was for the drug. He himself, though very susceptible even to tobacco, had smoked many pipes in succession with no result. Dr. Ayres who studied the question of 20 years ago smoked 3 mace (174 grains) consecutively, viz., as much as a confirmed smoker would smoke in a day—without feeling any result at all.

A diam licence in Hongkong costs \$10 (£2) per annum and is renewable annually, and the place is comparable to our public houses in England, in so far as it affords a resort where the tired could rest and enjoy his tobacco and fruit with a little opium, or where friends of the better classes may meet and discuss affairs, but it contrasts strongly with a Public House in that it is quiet and orderly. Women and children are absolutely excluded.

ALTERNATIVES FOR DIAMS. Men who have homes of their own will, in the absence of diams, smoke in their will, in the quarters as they are now reported to be doing in Canton. Thus the evil hitherto excluded from domestic life will be introduced into the home, where women and children will probably become participants. The idea therefore that smoking at home is less harmful than smoking in a public diam is based on a misconception of the nature of a diam as it exists at any rate in Hongkong. It is true that the criminal classes frequent the diams, because they are often smokers, but they go there for no vicious purpose other than to smoke, and the place is too open and public for discussing secret plans, and there is no immorality.

The alternative resort of those with money is the noisy theatre or the restaurant where much money is wasted, and which is more or less associated with the brothel. For the opium the alternative is the street, or if he desires to smoke and has no home in which to indulge he must pay some rich man's servants for the privilege of smoking in the quarters of the Chinese characters, into the quarters of the Chinese servants of Europeans, and may even extend instead of curtailing the habit. Diams are a concomitant, and result of the habit of opium smoking rather than an inciting cause, and they serve a useful purpose in concentrating smokers, and thus bringing them under control and supervision. They also tend to diminish smoking of opium in private houses, and to confine it to adult males, and are a check on dress eating since neither the keeper nor the smoker may refuse the dress. Their complete abolition would not improbably produce many evils not contemplated by those who have no actual knowledge of the circumstances.

EXTENT TO WHICH USED. It is to be noted that in Hongkong, where the adult male population (who alone smoke) is nearly equal to the total of women and children combined, the number who smoke in diams is only in the proportion of about 7 to 5 who smoke outside. This proportion would be greatly increased in rural districts. The closing of diams in Shanghai and the neighbouring city is said to have led to no apparent diminution in the sale and consumption of the drug.

THERE IS NO

REASON WHY

ANY HOME

SHOULD BE

WITHOUT A

PIANO

WE HIRE FOR

\$10 PER MONTH

ROBINSON PIANO CO. LTD.

[36]

CLOSING OF DIVANS IN CHINA.

China has not hesitated to adopt the closing of diams, but her ideas of justice and vested rights are not those which obtain among ourselves and to which expression was given in the recent debate on the Licensing Bill, nor has she to deal (as Hongkong has) with the question of the rights of a Monopolist. The result, however, is reported to be very unsatisfactory. Though owing to her defective Police Force any such order can only be partially operative. The hardship and injustice is proportionately greater in a British Colony, and the step more drastic, since it is fully enforced.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PARSIS CODES: A.B.C. 17th Ed. Lister's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

IN THE MATTER OF ORDINANCE No. 2 of 1892.

IN THE MATTER OF the Petition of WILLIAM HENRY LOCK, a Director of Limited and Machinery Limited of 188 and 189 Fleet Street in the City of London, England, for Letters Patent for the exclusive use within the Colony of Hongkong of an Invention for "Improvements in the assembly of typographic composing machines."

NOTICE IS HEREBY GIVEN that the Petition, Declaration and Specification required by the above Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is the intention of the said WILLIAM HENRY LOCK by MATTHEW JOHN DENMAN STEPHENS his Solicitor and Agent to apply for Letters Patent for the exclusive use within the Colony of Hongkong of the said Invention, at a sitting of the Executive Council to be held at the Council Chamber at the Government Offices, Victoria, Hongkong, on MONDAY, the 22nd day of March, 1909.

Dated the 11th day of March, 1909.

MATTHEW J. D. STEPHENS, Solicitor for the Applicant.



SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the WESTERN Division of the City of Victoria occupied by members of more than one family, except those within the European Reservation or those parts of a domestic building used as a shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room, all outside partitions, stair casings and stair linings, all ceilings and the undersides of roofs in main buildings, offices and servants' quarters and inclusive of verandahs. The backyard must have its containing walls lime-washed up to the level of the first floor. Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street. The Government Limewashing Contractor is prepared to cleanse and lime-wash houses at the rate of \$1.00 per floor on application being made to the Secretary of the Sanitary Board.

A. GIBSON, Secretary.

Dated this 1st day of March, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship "NORMAN PRINCE," will be despatched for the above Ports on WEDNESDAY, the 7th April, 1909.

For Freight and Passage, apply to ARNOLD, KARBEL & Co., Agents.

Hongkong, 15th March, 1909.

JAVA-CHINA-JAPAN-LIJN.

FROM YOKOHAMA AND KOBE.

THE J. C. J. Lijn Steamship "TJIBODAS," Captain P. Zwart, having arrived from above Ports Consignees of cargo are hereby informed that their goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon.

No Claims will be admitted after the goods have left the godown and all goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims for damage must be sent in before the 20th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

Head Agency of the JAVA-CHINA-JAPAN-LIJN, York Buildings, 1st Floor.

Hongkong, 13th March, 1909.

FROM EUROPE.

THE H.A.L. Steamship "AMBRIA," Captain Deinat, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigning by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th March, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 13th March, 1909.

NEW ADVERTISEMENTS

TO LET—FURNISHED.

No. 25, CONDUIT ROAD (Clifton Gardens) from 1st of May, 1909. Apply to H. BRODERSEN, Care of THE ASIATIC PETROLEUM CO. LD., King's Buildings, Hongkong, 15th March, 1909. [468]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG," having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 9.30 A.M.

All Claims must reach us before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 12th March, 1909.

EAST ASIATIC COMPANY, LTD. COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 A.M.

All claims must reach us before the 24th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents.

Hongkong, 13th March, 1909.

PUBLIC COMPANIES

CHINA SUGAR REFINING CO., LTD. NOTICE.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Building, on FRIDAY, the 19th March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

THE TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.

Hongkong, 3rd March, 1909.

LUZON SUGAR REFINING CO., LTD. NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Building, on FRIDAY, the 19th March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

THE TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.

Hongkong, 3rd March, 1909.

MITSU BISHI GOSHI KAISHA. (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA OCHI, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIMAZU, Coaleries. SOLE AGENTS FOR KISHIDAKE MIYAO and KIGYO KOMATSU COKE.

Special attention is invited to the fact that, MITSUBISHI, the well known coal mine, near Karatsu, has lately been taken over by the company, and is now being worked on a larger scale.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENCIES—YOKOHAMA: M. ASADA, Esq.

CHUNKIANG: Messrs. GEARING & Co.

MANILA: Messrs. MACDONALD & Co.

For Particulars apply to H. OLSHI, Manager, No. 2, Pedlar, Street, Hongkong.

Hongkong, 9th January, 1909.

NOW READY

THE DIRECTORY AND CHRONICLE FOR 1909.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

INTIMATIONS

NOTICE.

WE have This Day authorized Mr. E. H. THIEL to Sign our Firm per Procuration. F. BLACKHEAD & Co. Hongkong, 1st March, 1909. [443]



HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

On MONDAY, the 15th March:—

From Pak-sha-wai in an Easterly direction, at ranges up to 6,600 yards, commencing at 10 A.M., and finishing at 11 A.M.

If the weather is unfavourable on the above date, practice will take place on the following day.

All Ships, Junks and Other Vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c.

Hongkong, 12th March, 1909.

HONGKONG CLUB.

NOTICE.

THE TWENTY-THIRD YEARLY GENERAL MEETING of the Members of the HONGKONG CLUB, will be held in the Club House, on TUESDAY, the 16th March, 1909, at 5.15 P.M.

By Order, JAMES CRAIK, Secretary.

Hongkong, 3rd March, 1909.

HONGKONG CLUB.

NOTICE.

THE FIFTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1895) of the HONGKONG CLUB, Payable on WEDNESDAY, the 31st March, 1909, will be held at the Hongkong Club House at 11 o'clock A.M., on FRIDAY, the 19th March, 1909.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Secretary.

Hongkong, 10th March, 1909.

HONGKONG REGATTA.

ON SATURDAY, 20TH MARCH.

Under the Patronage of their Excellencies Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O., &c., Vice-Admiral Sir EDWARD LAMETON, K.C.B., R.N., Major-General R. G. BROADWOOD, C.B.

THE RACING COMMENCES at NOON, and continues until 5 P.M., the Senior Fairs Race being rowed at 1 P.M. after which Tiffin will be served on board the Flagship.

The Band of the Buffs will render selections during the afternoon.

YACHT RACES and a MOTOR-BOAT RACE will take place also.

After the last race, Mrs. BASIL TAYLOR has the pleasure of requesting the presence of the Ladies of Hongkong.

Launches will leave Blake Pier for the Flagship at 11.30 A.M. and at frequent intervals until 2.30 P.M. returning after the last race.

Tickets for the Flagship and Tiffin may be obtained from Lieut.-Colonel CHAPMAN and the undersigned, or from Messrs. Kelly & Walsh, price Flagship \$1.00, Tiffin \$1.25. It is requested that early application may be made for the latter, to ensure the necessary accommodation.

Launches following the races must keep astern of the Umpire's launch in order not to interfere with competing crews.

HEDLEY G. WHITE, Hon. Secretary.

Hongkong, 13th March, 1909.

NOTICE.

THE UNDERSIGNED having been appointed TRUSTEE of THE CANTON CONDITION HOUSE COMPANY by Order of H.M.'s Supreme Court, dated 11th February, 1909, HEREBY GIVES NOTICE that the following LAND AND HOUSE PROPERTY WILL BE SOLD BY PUBLIC AUCTION at Canton on 20th MARCH, 1909, at 12 o'clock Noon, namely:—

Lot 52 on the British Concession, Canton, measuring approximately 12,645 square feet, together with all Buildings erected on the said Lot, at a reserve price, based on the highest offer in writing, sealed or unsealed submitted to the Trustee 24 hours prior to the Auction.

Terms.—Cash on completion of transfer to Lot to Purchaser.

H. H. FOX, H. M. Acting General, Trustee for the Canton Condition House Co. Shamoon, 10th March, 1909.

NOTICE.

WE, the Undersigned, a well-established Firm trading Human Hair, beg to inform the Public that we have now opened an Office in Hongkong at 127, Des Vaux Road, (first floor), Hing Lee Building, and in order to make ourselves more widely known to prospective purchasers in the part of China we have thought it advisable to open the above Office for the transaction of a Hongkong Business.

We also desire to make known that the Goods supplied by us are of the best quality procurable and are subjected to a full process of cleansing and drying known only to ourselves.

To prevent imitations and fraud we have adopted a special Trade Mark illustration of which appears beneath.

IN CHEONG & Co., 127 Des Vaux Rd. (first floor), Hongkong. [460]

DAVID COBSAR MERCHANT NAVY BOILED LONG FLAX RELANCE CROWN TARTANING

ARNOLD, KARBEL & CO. Sole Agents

1674

AUCTIONS

PUBLIC AUCTION.

THE UNDER-MENTIONED VALUABLE LEASEHOLD PROPERTY will, by Order of the Mortgagee, be offered for Sale by Mr. Geo. P. LAMBERT, Auctioneer, at his Sales Rooms, Duddell Street, Victoria, Hongkong, TO-DAY (MONDAY), 15th March, 1909, at 3 o'clock in the afternoon, Each Lot subject to a reserved price.

Lot 1. INLAND LOT 1050, with No. 13, Shankwan Road thereon. Area 1050 Square feet. Crown Rent \$12 per annum. Term 999 years from 14th February, 1887.

Lot 2. INLAND LOT 1052, with No. 14, Shankwan Road thereon. Area 1050 Square feet. Crown Rent \$12 per annum. Term 999 years from 14th February, 1887.

Lot 3. Tux 12, P. or SHIAUKIYAN, N LOT 59, with part of No. 34, Main Street, Shankwan East thereon. Area 527 Square feet. Proportion of Crown Rent \$1.51 per annum. Term 999 years from 25th June, 1886.

Lot 4. ABERDEEN INLAND LOT 65, with No. 10, Aberdeen thereon. Area 4350 Square feet. Crown Rent \$12 per annum. Term 999 years from 26th December, 1860.

Lot 5. KOWLOON INLAND LOT 178, with Nos. 77, 79, 81 and 83 Kramer Street, Taikoktsui thereon. Area 2950 Square feet. Crown Rent \$33 per annum. Term 75 years from 27th September, 1887.

Lot 6. KOWLOON INLAND LOT 179, with Nos. 85 and 87 Kramer Street, Taikoktsui thereon. Area 1509 Square feet. Crown Rent \$20 per annum. Term 75 years from 27th September, 1887.

Lot 7. KOWLOON INLAND LOT 198, with Nos. 157, 159, 161 and 163, Kramer Street, Taikoktsui thereon. Area 2175 Square feet. Crown Rent \$30 per annum. Term 75 years from 27th September, 1887.

Lot 8. KOWLOON INLAND LOT 584, with No. 63 Kramer Street, Taikoktsui thereon. Area 750 Square feet. Crown Rent \$6 per annum. Term 75 years from 29th June, 1896.

Lot 9. KOWLOON INLAND LOT 709, with Nos. 1 and 3, Kramer Street, Taikoktsui thereon. Area 1250 Square feet. Crown Rent \$4 per annum. Term 75 years from 1st January, 1896.

Lot 10. KOWLOON INLAND LOT 810, with No. 24, Kramer Street, Taikoktsui thereon. Area 750 Square feet. Crown Rent \$2 per annum. Term 75 years from 1st January, 1897.

Lot 11. KOWLOON INLAND LOT 811, with No. 42, Kramer Street, Taikoktsui thereon. Area 850 Square feet. Crown Rent \$6 per annum. Term yearly.

Lot 12. KOWLOON INLAND LOT 791, with No. 8, Main Street, Fuktunheung thereon. Area 750 Square feet. Crown Rent \$2 per annum. Term 75 years from 1st January, 1897.

Lot 13. KOWLOON INLAND LOT 792, with No. 6, Main Street, Fuktunheung thereon. Area 750 Square feet. Crown Rent \$2 per annum. Term 75 years from 1st January, 1897.

Lot 14. KOWLOON INLAND LOT 793, with No. 4, Main Street, Fuktunheung thereon. Area 750 Square feet. Crown Rent \$2 per annum. Term 75 years from 1st January, 1897.

Lot 15. KOWLOON INLAND LOT 794, with No. 2, Main Street, Fuktunheung thereon. Area 750 Square feet. Crown Rent \$2 per annum. Term 75 years from 1st January, 1897.

For further particulars or to Mr. H. K. HOLMES, Solicitor for the Vendor, 54, Queen's Road Central, Victoria, Hongkong. Hongkong, 6th March, 1909.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (MONDAY), 15th day of March, 1909, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR of One Lot of CROWN LAND at Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th July, 1899.

PARTICULARS OF THE LOT.

No. of Sale, 15th March, 1909.

Boundary, Contents, Annual Upset, Rent, Price.

Area, 12,645 (about) 1,800

Man, (about) 1,800

Plan, (about) 1,800

Area, 12,645 (about) 1,800

Man, (about) 1,800

Area, 12,645 (about) 1,800

Man, (about) 1,800

Area, 12,645 (about) 1,800

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Man, (about) 1,800

Area, 12,645 (about) 1,800

Man, (about) 1,800

Area, 12,645 (about)

THE RESTRICTION OF OPIUM IN HONGKONG AND IN CHINA.

(Continued from page 3.)

seems than to be a distinct probability that alcohol may replace opium. In Hongkong the danger of alcohol as a substitute for opium is a real one, since cheap liquor-shops abound. Opium is a sedative which tends to inaction; and there is a consensus of opinion that it is responsible for no crime, while alcohol is a stimulant which disposes towards aggressive action and admittedly produces crime. The effects of opium are fairly visible and are now seen in public places. Drunkenness on the contrary is a cause of inconspicuousness in the public streets, and is a degrading spectacle.

(C) KAPOON OPIUM.

A second alternative to the use of alcohol is the use of the smoking of opium. In the case of the drug-smoked opium, the habit is a real one in China. The many kinds of "anti-opium" pills which have been distributed gratis or sold in vast quantities throughout China are all said to contain opium, and thus the habit of eating instead of smoking has been encouraged. This Sir John Jordan points out as a far more dangerous practice and infinitely harder to eradicate. Dr. Main, C. F. C., is quoted in the public Press as stating that whereas his Mission formerly always had a large number of persons under treatment for the cure of the habit they have ceased to come now that these pills have been procured.

(D) MORPHIA.

Another still more deplorable substitute is morphia whether consumed internally or injected. Unfortunately, Dr. Morrison, corresponding to the *Times*, has written to the numerous increase in the consumption of morphia and lays special stress on the fact that its importation cannot be checked by an increase in duties. In 1904 the duties were raised from 5 per cent. to 200 per cent. and the recorded import fell from 195,133 oz. in 1902 to 96 oz. in 1907, but there is no reason, he says, to doubt that at the present time the import is nearer to ten tons (smuggled). He adds that "orders have been given for 1,000 lbs. weight in one transaction the morphia being packed in 7, 14, 21, and 28 lb. tins, four in a case. This smuggling is wholesale, while Chinese retailers from Boracay, Java, Malaya and Siam in a large number of cases bring back morphia as savings to China." The morphia is believed to be ordered wholesale (chiefly from London) and transhipped at sea for smuggling.

The Powers have recently agreed that from 1.1.09 the importation of morphia into China shall be prohibited, while both they and China undertake not to manufacture it in China. The Chinese Government thereupon issued elaborate instructions to regulate the import for medicinal purposes. These Regulations will undoubtedly be operative in 1909, but it is not likely that the Chinese Government has already shown itself so entirely powerless to check smuggling over her 7,000 miles of land and 4,000 miles of sea frontier, it is to be feared that little benefit will accrue from this convention. The Government of Hongkong has however, at once come forward to assist so far as it can. Regulations to control more effectively the transit trade have been issued, making it obligatory to obtain a license and to declare port of destination, and establishing one Government warehouse only.

The present exports to all countries through Hongkong amounted to about 400 cases in 1907, two which may be added the trade in "opium compounds" (which are chiefly opium and morphia pills), amounting in 1906 and 1907 to an average of 7,938 lbs.

MORPHIA IN ANTI-OPIMUM PILLS. Morphia is not only imported in a liquid form for injection, but also in the insidious form of so-called "anti-opium" pills, which are sold in vast quantities as a cure for opium smoking. The Commissioner of Imperial Maritime Customs states that these morphia pills are obtainable in every medicine shop in Canton and their sale is increasing. The offer of a reward of Tls. 15 for every 12 oz. detected produced no result, and proves how lucrative the business is. The Consul General at Canton sent me some samples of pills for analysis. The contained 1/7 1/2 1/3 1/2 1/26 and 1/37 grain (13 to 17 grammes). The Viceroy acting on the orders of the Central Government thereupon issued a Proclamation, directing that a scheme must be devised for the supervision of all shops selling anti-opium pills, the amount of sales reduced, and the analysis more carefully made. He particularly laid emphasis upon the fact that in my letter to the Consul General I pointed out that the vendors of the pills were in many cases exhibiting sign-boards stating that they were sold under Government authority, and in that case the Chinese Government were merely substituting a worse form of opium consumption, after obtaining from India and the British Colonies, under false pretences, a co-operation which seriously affected their Revenue. Thirty samples of pills from Shanghai were also recently analysed at the request of Sir A. Hoare. In 17 samples each pill contained from 1/5 to 1/10 of a grain of morphia, the remainder (all but two) contained lesser quantities.

The Government Analyst in Hongkong has found as much as 25 per cent. of morphia in some of the anti-opium pills imported for sale here, but the local restrictions to which I shall presently allude have been effective in excluding any containing more than about 16 per cent. from the market.

Dr. Graham Aspland writing from Peking has addressed a very striking appeal on this subject to the *China Times*. He says: "Anti-opium tablets contain morphia in large doses. They are sold and prepared by a British firm doing both wholesale and retail business here in China. How many tons of morphia tablets are being sold in China at this present moment I would not like to venture to guess, but I am prepared to believe it is appalling. Even in remote country villages morphia tablets and hypodermic syringes are frequently seen, and a condition of things which allows a Chairman I know to buy daily a great bottle of Japanese morphia (60 grains) imperatively calls for restriction if not prohibition. There can be no extenuating circumstances associated with the sale of these 'anti-opium tablets' for I have not found one that contained any antidotal drug—any stimulant or tonic ingredients, but simply morphia made into a tablet with ordinary household flour, so that the sale is not accompanied with any honest intention of relieving the suffering, but finding that there is a big market for morphia under the name of anti-opium tablets and purveyors of foreign trading companies follow this lucrative trade under the heading of benefactors." The writer goes on to quote "the recent Editorial of the *China Medical Journal* 'a scathing denunciation of the Trade in 'patent medicines' which 'reeks with filth and stinks to heaven with its gross and abominable selfishness.'"

MAGNITUDE OF THE DANGER. What the danger is may be gathered from the report of the Government Analyst made after careful enquiry by his instructions, as to the comparative quantities and cost of the four methods of indulgence. He endorses the statement that 4 mace of opium (233 grains) may be considered as an excess smoker's quantity, as being in accordance with his own observations—

	Quantity in grains, 233 (4 mace)	Cost	Quantity in grains, 233 (4 mace)	Cost
Smoking opium	233	\$1.32	233	\$1.32
Injecting opium	11	11	11	11
Smoking morphia	11	11	11	11
Injecting morphia	11	11	11	11

Thus to produce the same narcotic effect 1 grain of injected morphia at a cost of 7 cents—233 grains of smoked opium costing \$1.32! The profit to the sellers of these pills is also enormous for they are sold at four times the cost—75 per cent. profit. There is little occasion for surprise that vendors and purchasers are alike eager to obtain them!

There is I rejoice to say some indication that the Chinese Government are waking up to the danger. The Governor of Kiangsu submitted a Memorial to the Throne pointing out that there was some chance of curing opium smoking, but none of curing the morphia habit, morphia is obtainable at a fraction of the cost. This led to the Edict of July 16th (*Times* August 22/08) in which it is decreed that any Chinese subject selling morphia for making instruments for its use without a Custom's permit shall be banished to a "pestilential frontier of the Empire." But the facts I have already quoted, and the verdict of those who are in the best position to form an opinion, show that the steps taken have so far been ineffective, and that smokers are becoming addicted to morphia injections.

While evils such as these are imminent in China, which contains so large and intelligent a proportion of the human race it is time that the conscience of the Western Nations was touched, and that their efforts should be directed towards the real issues, which concern alike their honour and China's welfare, and I earnestly wish that those who so disinterestedly devote themselves to the eradication of opium smoking, would turn their attention to this terrible evil and be constant with Regulation and Control of Smoking.

It is a Hongkonger's strict control is maintained over the sale of morphia and opium compounds. The quantity for local consumption for 1906 and 1907 averaged 5,000 lbs. of the latter. In order to enhance the price every person licensed to sell has to pay Royalties to the Opium Farmer, so that all the machinery at his disposal for detecting illicit import and sale is brought into play. Licenses are only granted to qualified chemists of repute and to such Chinese "merchants" as have vested interests in the trade before the introduction of the Legislation. If the business changes hands the licenses are not renewed. Licenses are required to keep books recording all sales and to issue certificates to all purchasers. Several of these licenses to Chinese vendors have lately been cancelled for breach of the regulations, and it is proposed not to renew the remainder after one year's notice. At present, exemption is only granted to certain well-known medicines prepared in Europe or America (specified in a schedule) and to all prescriptions made up on the order of a qualified medical practitioner. Representations have been made by the Chamber of Commerce and by one of the large European druggists complaining of the restriction on trade, and claiming exemption on all preparations in which opium or morphia is not the sole ingredient, but this would defeat the object in view, viz., to check the sale of the so-called "anti-opium" pills containing morphia, etc. To limit the quantity of opium or morphia contained in a pill would obviously be futile for several could be taken to produce the result desired. If it should be possible I should wish to prohibit the sale of all pills, powders, or draughts (except on the prescription of a qualified medical officer) which contained opium or morphia, unless in combination with some other drug in such proportion that it would be a disagreeable operative—say an aperient or an emetic—if the pills were consumed for non-medical purposes. The transmission by post of opium, morphia or cocaine is prohibited and it is also proposed to abolish the bonded warehouse for compounds of opium and morphia hitherto maintained by the Farmer and to retain a Government warehouse only. The question is at the present moment under the consideration of the Government.

The drastic Ordinance of September 1895 for the suppression of the pernicious practice of injecting preparations of morphia by unqualified persons, together with the provisions of the "Prepared Opium Ordinance" which imposed a Royalty of \$30 per ton for morphia (—600 per cent. ad valorem) and \$5 for opium, have been so effective in restricting the illicit use of these drugs that whereas in the Straits Opium Report Hon. Dr. Galloway stated that 39 out of a group of 595 prisoners taken at random (viz. 64 per cent) bore injection scars, only one person so scarred was on a recent examination found in the whole of the inmates of both hospitals and gaols of this Colony. In June 1908 a Pharmacy Ordinance was enacted under which morphia and cocaine and their preparations were scheduled as Poisons with further restrictions as to their wholesale and retail use. In view of the experience of India, cocaine (though not at present abused here) was made the subject of elaborate regulations of a similar nature to those already in force regarding morphia and opium compounds in order to control the wholesale trade and prevent illicit import into China.

OPIMUM CURES. (A) QUACK REMEDIES. A detection of the leaves of the *Croton tiglium* has been stated to be a cure for the opium habit. The Director of the Botanical Department, Singapore, informs me that it is a complete fraud which only lasted three months, during which time the promoters made great gains. The only man he knew who tried it became a wreck—took to opium again and died. This was confirmed by the results obtained by the Viceroy of Szechuan who imported a great quantity at the instance of Mr. J. Alexander.

(B) EDUCATION. The education of public opinion, on which both the Straits Commission and Mr. Harcourt lay stress, is the only real method of curing the habit, the more so that it is usually the rich who smoke to excess. This view is rightly emphasised in the original decree, and there seems little doubt that, throughout the Chinese Empire, among the better classes there has been a very real progress in this direction. Smoking is now prohibited in the Army, Navy, and Civil Services and in schools and colleges. The evils of the opium habit should be inculcated in every school not only in China but in the Foreign Colonies and British Colonies. But above all stress should be laid on the evils of eating opium and of eating or injecting morphia and also on the misuse of alcohol.

PREVALENCE OF SMOKING.

It may be of use to restate the facts as to the prevalence of opium smoking. Sir John Jordan gave it as his opinion that only 8,000,000 (say 2 per cent.) of the population of China were addicted to the habit. Sir Robert Hart, I believe, estimated it (in 1881) at a much lower figure. Dr. Ayres states that the Chinese return estimate the number of smokers to population in China at 2 per cent. (1865)—probably referring to Sir Robert Hart's estimate. Mr. Clementi in a recent elaborate and very careful calculation puts it at considerably less than 2 per cent. for the whole of China, but 4.4 per cent. in the provinces of Szechuan, where purely native opium is smoked, while in Hongkong where the adult male population (who alone smoke) is three times

that of the adult female (while the latter predominates in China) the percentage of smokers is 6.25. These figures are challenged by a paper named *China Opinion* which argues that it is only the adult male population which I should be reckoned, and works out to a percentage of 8.31. Mr. Clementi's figures for adult males are, however, more liberal, being 12.94 for Hongkong only. As the population of China is largely rural the lower estimate is probably more correct, and allowing for a proportion who smoke less than the amount calculated (though this again is probably more than balanced by the excessive smokers) it will probably be approximately correct to say that not more than 1.5 per cent. of the total population smoke opium, and not more than ten per cent. of the adult males are smokers, a large proportion of whom are only casually addicted.

DIFFICULTY OF GIVING UP THE HABIT. It has been stated that great difficulty is experienced in giving up the habit, but in the Hongkong case the drug is entirely prohibited, and no ill results beyond a little temporary diarrhoea.

CONCLUSION. I have attempted in the foregoing paragraphs to show that those who may claim to be not less interested in the question of the Native Races, and in the welfare of the intelligent, industrious and most interesting population of China than the Mover and Seconding of the Resolution in the House of Commons, have some doubts as to whether the common object we all have in view can best be achieved by the particular method proposed. I have endeavoured to present a reasoned opinion on this subject and to submit some practical suggestions, without going too largely into the immense field of discussion which this subject opens up, and while doing so I trust I may claim to have vindicated the Colony of Hongkong from the charge of apathy, and of having made no sacrifices to promote the Policy of the Home Government in this matter.

I trust nothing I have said in this Memo. may lead to the conclusion or inference that I do not recognise the evils of the Opium Habit. I have quoted on page 11 from the Indian Commission to show that they are often exaggerated, but I learn from Sir A. Hoare that in Szechuan they are deplorable, mainly because the population is very poor, and there is a tendency for heavy smokers to forego their food, and spend their money upon opium instead. He believed (as many experts do) that as long as a man is well nourished, opium smoking does him little or no harm, since post mortem examinations have shown that the organs are entirely unaffected. The victim of indulgence really suffers from starvation. In Hongkong, therefore, where wages are high, and employment easy to obtain, the opium can afford to feed well, and also to pay for his smoke and so little or no harm is done. But even in Hongkong smoking is a great economic evil tending to the waste of time, and of money in unproductive self-indulgence. My sole object so far as the general question is concerned has been to demonstrate—

- That it must be dealt with gradually and not by precipitate methods.
- And above all that there are other and worse evils which unless forethought and care are exercised may prove worse than smoking. And in so far as this Colony is concerned I have hoped to show—
- That we have not been idle and apathetic in the aspects of the question which seemed to us of paramount importance.
- That owing to the control exercised and to the local conditions of the population, the evil here assumes a very different aspect from what it does in some parts of China.

GOVERNMENT HOUSE,
October 18th, 1908.
Revised, February 25th, 1909.

SHARE REPORT.

Messrs. Erich George & Co. in their weekly share list dated 15th March, state:—Our market has ruled very strong for most stocks, many of which have risen in price, and a fair business has been done during the week under review. The sterling demand rate of exchange on London closes at 1s. 3 1/2d., while rates on Shanghai are Tls. 74 1/2 for a Bank T/T, and Tls. 75 1/2 for a three days sight Private Bill, the rate in Shanghai on this for a three days sight Private Draft being Tls. 74 1/2. Bar silver in London is quoted 254 1/2, and Consols 284 1/2. The Bank of England's rate of discount is 5 per cent., while the private market rate of discount is 2 1/2 per cent.

BANK SHARES.—Hongkong and Shanghai have been in strong demand, but only few shares changed hands at 4905 to 4925, the market closing with further buyers at 4925, perhaps 4930; London 285. 10s. Nationals are unchanged.

MARINE INSURANCE SHARES.—Unions sold at 825 1/2 and 825 1/2, closing stronger with a small enquiry at 830. In other stocks under this heading nothing has transpired and rates are unchanged.

FIRE INSURANCE SHARES.—Hongkong, into demand, and sales took place at 3350 to 3355 in the early part of the week, and later on at 3306 to 3308 ex the dividend of 27 per share paid on 10th instant, the market closing with buyers at 3308. China has been done at 1102 and 1103, and finally 1105 and 1106 has been paid, at which latter rate shares can be placed.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboat Shares changed hands at 229 1/2, but no more shares are obtainable under 229 1/2. Indo-China sold at 258 to 261, deferred and preferred shares, and the market closing with buyers at 260. Shanghai quotes buyers at Tls. 45, while London rates are: £3. 15s. for preference shares, and £2 for deferred shares. China and Manilla have fallen to sellers at 341, while Douglas remain steady at 354 with a small enquiry. Star Ferries a weak at old figures. Shell Transport have gone back to 54s. buyers, in sympathy with a drop in London to sellers at 55s. 3d. Union Water-works are wanted at 110 ex the dividend of 60 cents per share paid on 9th instant.

REFINERIES.—China Sugars continued in steady demand, and a fair number of shares changed hands from 1142 1/2 to 1150 upwards; some fine business has also been arranged, but the rates have not been made public. At the close a few shares are on offer at 1150 cash. Luzens have sellers at 817.

MINTING SHARES.—Charbonnages are wanted at 8590 ex dividend. Harbours sold at 384 and 385, closing with sellers at 384. Chinese Engineering and Mining Company's shares can be placed at Tls. 184.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Docks sold at 864 to 885, and have sellers at 854. Geo. Funnicks, as well as New Amoy Dock Shares, are unchanged. Shanghai Docks have been done at declining rates, down to Tls. 37 having been accepted, but there are buyers now at Tls. 38. Hongkong and Kowloon Wharves have improved considerably, up to 854 having been paid for shares, but the market closes with sellers at 854. Shanghai and Hongkong Wharves have weakened, but our latest wire from the north quotes Tls. 175 with buyers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investment and Agency Company's

shares found buyers at 899, at which figure more shares are wanted; holders, however, demand an advance. Kowloon Lands are quiet at 830, while West Point is on offer at 444. Hongkong Hotels can be obtained at 887, ex the dividend at 83 per share paid on 8th instant. Humphreys fetched 883, and Shanghai reports a fair business in Shanghai Lands at Tls. 115.

COTTON MILLS.—All Shanghai Mills have improved; quotations are: Ewos buyers at Tls. 115, International buyers at Tls. 89, Loon Kung Mow buyers at Tls. 94, and Sooyhees buyers at Tls. 315. "Hongkong Cottons" sold at 89.

SUNDRY MANUFACTURING COMPANIES.—Philippines have sellers at 88. China Light and Powers sold at 244 and 85, and have further buyers at 84.90. Hongkong Electric have improved to buyers at 2183. Gas shares are wanted at 2205. Dairy Farms have been fixed at 2143 and are wanted. Green Island Cements sold to a fair extent at 29.60, but a few shares are for sale at that figure. Lees have dropped to sellers at 200; in order to meet opposition the Company has reduced the price of its 4 cent per pound. Other stocks under this heading are unchanged and without sales.

MISCELLANEOUS.—China-Hongkong sold at 112 and 112 1/2, and have buyers at latter rate. China

Prudential found investors at 89.30. Langkats have sellers in the north at Tls. 6074. Watsons changed hands at 89.10 and 891, and are in request at the higher figure. In other stocks under this heading no sales have come under our notice, and rates are the same, as given last.

Chess players in the Colony will be pleased to learn that their late champion Mr. P. W. Sergeant, still takes an active part in chess events in England. Playing at eleventh board for Middlesex against Essex in the Southern Counties Championship recently he easily won his game. He has also recently played two games in the British Chess Magazine Correspondence Tournament, drawing the first game and winning the second. Mr. Sergeant is a member of the Hampshire Chess Club, which up to the middle of February had not lost a match in the First Division of the London League.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Delhi* left Singapore for this port on the 13th instant at 10.30 a.m., with the outward English Mail, and is due here on the 18th instant at about 8 a.m.

The C.P.R. str. *Montague* left Yokohama on Friday the 12th inst. at 3 p.m. for Victoria and Vancouver.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki for this port on the 13th inst., and is expected here on the 16th inst.

The str. *Genoa* arrived at New York on 17th instant.

The str. *Glycerin* left Manila on the 12th instant for Hongkong.

The I.G. str. *Prin Sigismund* left Sydney on the 11th instant at 2 p.m., and may be expected here on or about the 31st inst.

The N.Y.K. str. *Wakamatsu Maru* (Hombay Line) left Bombay for this port via Singapore on the 12th instant, and is expected here on the 1st prox.

The str. *Glycerin* arrived at New York on 17th instant.

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NOTICES TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM SINGAPORE AND NEW YORK.

THE Steamship

"BLOEMFONTEIN."

Captain Lindley, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.

All broken, damaged, and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 17th inst., at 5 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 19th March	Freight and Passage.
LONDON VIA USUAL PORTS	MAISON	Noon, 20th March	See Special of Call.
LONDON and ANTWERP	PALAWAN	About 24th March	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and Marseilles	Capt. C. R. Longden, R.N.R.	March	Advertisement.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 27th March	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 15th March, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 16th March, 3 P.M.
HAIPHONG	"SINGAN"	On 18th March, 10 A.M.
NEWOWHANG	"KWEIYANG"	On 18th March, 4 P.M.
SHANGHAI	"LINAN"	On 18th March, 4 P.M.
CHEFOO and TIENTSIN	"HUICHOW"	On 20th March, 4 P.M.
SHANGHAI	"ANHUI"	On 21st March, 11 A.M.
MANILA	"TEAN"	On 23rd March, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. SHANGHAI LINE—SCHEDULE STEAMERS leaving every Thursday and Sunday. SCHEDULE SHANGHAI STEAMERS have excellent accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. Fare \$40 Single and \$70 Return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS
Hongkong, 15th March, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY & TUESDAY, 16th March, Capt. A. E. Hodgins	at Noon.
"HAIYANG"	SWATOW, AMOY & FRIDAY, 19th March, Capt. Pasmore	at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).
For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 13th March, 1909.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Wed. 17th March, Noon.
MANILA	"LOONGSANG"	Friday, 19th March, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Tuesday, 23rd March, Noon.
MANILA	"YUENSANG"	Friday, 26th March, 4 P.M.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.
Telephone No. 61.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 15th March, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING VIA SWATOW	"SHOSHU MARU"	WED. DAY, 17th March, at 8 A.M.
TAMUI VIA SWATOW	"DAIJIN MARU"	SUNDAY, 21st March, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Untravelling Table.
† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.
For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.
Hongkong, 9th March, 1909.
T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Liepau, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, YOKOHAMA & KOBE: S.S. BRISGAVIA ... 20th March S.S. BELGRAVIA ... 31st March S.S. SILESIA ... 12th April S.S. SUEVIA ... 13th April S.S. SCANDIA ... 27th April S.S. SENGAMBIA ... 10th May S.S. SEGOVIA ... 17th May	For ROTTERDAM & HAMBURG: S.S. DORTMUND ... 23rd March For Marseilles & HAMBURG: S.S. SPEZIA ... 23rd March For HAVRE & HAMBURG: S.S. JLLYRIA ... 4th April For HAVRE & HAMBURG: S.S. AMBRIA ... 17th April

Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong, 13th March, 1909. Hongkong Office.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 20th Mar., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 27th Mar., Noon.

For Freight or Passage apply to
SHEWAN, TOMES & Co.,
GENERAL MANAGERS.
Hongkong, 8th March, 1909. [14-174]

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and ST. PETERSBURG	"CATHAY"	About 20th March.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	About Mid. of March

For Further Particulars apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 3rd March, 1909.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU	(Capt. W. THOMPSON) - About Wed. 7th April.
MIYASAKI MARU	(Capt. W. BAINBRIDGE) - About Wed. 5th May.
KITANO MARU	(Capt. —) - About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER) - About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 24th February, 1909.



NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU Capt. C. H. Butler	6134	WED. DAY, 17th March, at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI	INABA MARU Capt. R. Takeda	6189	WED. DAY, 31st March, at Daylight
MOJI, KOBE, YOKOHAMA and YOKOHAMA	TOSA MARU Capt. T. Harrison	5827	TUESDAY, 16th March, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU Capt. K. Kawa	6388	TUESDAY, 30th March, at Noon
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	5539	FRIDAY, 19th March, at Noon
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU Capt. N. Mathieson	5076	FRIDAY, 16th April, at Noon
SHANGHAI, MOJI and KOBE	KUMANO MARU Capt. N. Mathieson	5076	WED. DAY, 17th March, at Noon
YEBOSHI MARU	YEBOSHI MARU Capt. B. Kon	3798	THURSDAY, 18th March, at Noon
YETOROFU MARU	YETOROFU MARU Capt. K. Sato	3949	FRIDAY, 19th March, at Noon
KANAGAWA MARU	KANAGAWA MARU Capt. N. Ohno	6169	SATURDAY, 20th March, at Daylight

* Omitting Yokohama.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 15th March, 1909.
T. KUSUMOTO, MANAGER.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of March	JAPAN	Second half of March
TJIMAH	JAVA	Second half of March	AMOY	Second half of March
TJILATJAP	JAVA	Second half of March	SHANGHAI	Second half of March
TJILIWONG	JAPAN	First half of April	JAVA	First half of April
TJIPANAS	JAVA	First half of April	SHANGHAI	First half of April
TJIKINI	JAPAN	Second half of April	JAVA	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 12th March, 1909. Telephone No. 375.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE"	About 16th March.
MARSEILLES, via PORTS	"TOURANE"	On 16th March, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 29th March, 1 P.M.
MARSEILLES, via PORTS	"NERA"	On 30th March, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. DE CHAMPMORIN, AGENT,
Hongkong, 13th March, 1909. Queen's Building.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwanengtzun), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:
RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tushichichia Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchiatan Junction.

ANTUNG-HAIEN LINE—A light railway from Makden to Antung-Haien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KOBE MARU" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "Yamato").
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COAL—Fushun Steam Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANTRU." Codes: A.B.C., 5th Ed., A.I. and Lieber's.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
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FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VŒUX ROAD, HONGKONG.
Japan Office:—
14, WATER STREET, YOKOHAMA.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMDO-CHINA STEAM NAVIGATION CO.'s fortnightly service to Cape Town. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898.

GRACA & CO.,

(Established 1896.)
No. 27 DES VŒUX ROAD.

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Dealers in
all Philatelic Goods.
Pictorial Post Cards. Birthday Cards.
MANILA CIGARS AND CIGARETTES
Albums, Novels,
Tobacco, Pipes, Lenses, Flower Seeds,
etc., etc., etc.
Inspection solicited.

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The original sarsaparilla, recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.
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Paris.

